

August 20, 2019

File No.: 1495-01

Edmonton Metropolitan Region Board
Suite 1100, Bell Tower
10104 – 103 Ave
Edmonton, AB T5J 0H8

Attention: Ms. Debra Irving, Senior Project Manager

Dear Ms. Irving:

Reference: REF# 2019-20

Ardrossan East Area Structure Plan

Attached is our third-party evaluation of the referral to the Edmonton Metropolitan Region Board from Strathcona County regarding the amendments to the Strathcona County Municipal Development Plan (Bylaw 22-2019) and the proposed Ardrossan East Area Structure Plan (Bylaw 24-2019).

It is our opinion that the proposed plan and corresponding amendments are generally consistent with the objectives of the Edmonton Metropolitan Region Growth Plan and consistent with the Edmonton Metropolitan Region Board Regulations.

It is recommended that the Edmonton Metropolitan Region Board **support** both the amendment to the Strathcona County MDP (Bylaw 22-2019) and the amendment for the proposed Ardrossan East Area Structure Plan (Bylaw 24-2019) as submitted.

Yours truly,

Scheffer Andrew Ltd.



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Regional Evaluation Framework: Third Party Evaluation

MUNICIPALITY: Strathcona County

REF# 2019-20

Proposed Strathcona County Bylaw #22-2019 and Bylaw #24-2019

Background

Status: Proposed Strathcona County Bylaws 24-2019 and 22-2019 received First Reading by Council on July 23, 2019.

Policy Tiers:

- a) In relation to Bylaw 2019-22 Section 4.2(c) is applicable.
Amendments to Statutory Plans, the proposed statutory plan amendment would result in a change to the boundaries of an area structure plan, area redevelopment plan, intermunicipal development plan, urban service area, growth hamlet or hamlet that is not designated as a growth hamlet in a Municipal Development Plan where the boundary change includes a population gain of more than 200 and/or an increase in area of 32 ha or more in the hamlet.
- b) In relation to Bylaw 2019-24, Section 4.1 is applicable
New Statutory Plan.

Location: Ardrossan is located approximately 7km east of Sherwood Park. The statutory plan area is accessed from Highway 824, approx. 4km south of Highway 16, as illustrated below.



Fig.1

Purpose: The proposed Ardrossan East Area Structure Plan will necessitate changes to the Strathcona County Municipal Development Plan if it is adopted. Ardrossan is currently identified as a growth hamlet in the MDP and the ASP proposed would change the boundary of the hamlet. The MDP is a statutory plan and provides the highest level of long range planning and policy direction. As decisions made by the County must conform to it, the Ardrossan East ASP needs to be consistent with the direction found in the MDP. Area Structure Plans are also a statutory plans and the Ardrossan East ASP details more specific policy direction to the new development area being proposed in this regard.

Summary: The proposed Bylaw 24-2019, Ardrossan East Area Structure Plan will be on the SE edge of the current hamlet boundary and is for a 106 ha development including single, multi-family, mixed use and commercial uses. Bylaw 22-2019 is for the required amendment to the Strathcona County MDP in conjunction with the application in order to incorporate the lands into the hamlet boundaries and re-designate the lands from Country Residential Policy Area to Hamlet Policy area. This amendment will include the changes to the corresponding maps as noted in the Bylaw documents supplied. (ASP area is shown in Red in Fig. 2 below).

The comments in the evaluation below addresses both proposed bylaws as they are being processed concurrently in order to facilitate development of a complete community.

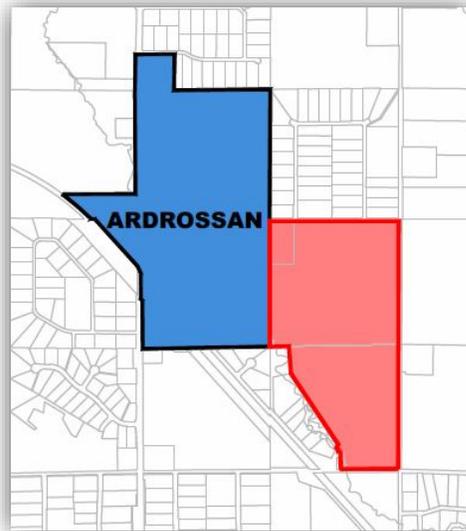


Fig. 2

Opinion

Pursuant to Section 8.1 of the Growth Plan, it is our opinion that if approved and fully implemented REF# 2019-20, the Ardrossan East Area Structure Plan would result in development that is consistent with the Edmonton Metropolitan Region Growth Plan. It is recommended that the Edmonton Metropolitan Region Board **support** the Ardrossan East Area Structure Plan, Bylaw #24-2019 and Bylaw 22-2019 as submitted.

Evaluation Criteria

Principles and Objectives	Consistency (X/✓/or N/A)	Evaluation and Commentary
Guiding Principle  Promote global economic competitiveness and regional prosperity.		
1.1: Promote global economic competitiveness and diversification of the regional economy	✓	<ul style="list-style-type: none"> The proposed plan incorporates urban densities and a mix of housing types to accommodate a wider demographic than currently available in the existing hamlet. The availability of greater housing options will in turn aid in bringing a more diverse population and ultimately a more diverse skill set to the community.
1.2: Promote job growth and the competitiveness of the Region's employment base	✓	<ul style="list-style-type: none"> Having a wider variety of residents in the community allows for the community to be ready to accommodate industry demands on the local, national and global scale

		<ul style="list-style-type: none"> • The commercial node incorporated in the plan will provide for new job prospects in the area. • The commercial node will also allow for access to an increased range of goods and services to current and future local residents.
1.3: Enhance competitiveness through the efficient movement of people, goods and services to, from and within the Region	✓	<ul style="list-style-type: none"> • The proposed development has good access to roadways for commuters who work in the Edmonton Region. Section 3 addresses the internal roads within the proposed area effectively and also addresses the issues for upgrades to the existing roads and their designs in future. • The plan has been designed to integrate future public transit. • A Traffic Impact Assessment was undertaken and a summary of its findings are included in the plan in Appendix A. The summary addresses the designation of roadways within the plan area, road widths and traffic control measures. • The CN railway also passes diagonally near the south boundary of the hamlet.
1.4: Promote the livability and prosperity of the Region and plan for the needs of a changing population and workforce	✓	<ul style="list-style-type: none"> • Work- Life balance has become increasingly important in today's workforce, not only among millennials, but all segments of the population. The short

		<p>commute to the greater Edmonton Metropolitan Region from the proposed plan area would allow for residents to achieve a good quality of work-life balance by being able to commute to the city for their careers but enjoy a “small town” lifestyle in their off hours.</p> <ul style="list-style-type: none"> The plan also provides for a variety of housing options for people in all stages of their lives. This includes younger persons, families and older persons who may be looking to either break into the housing market, move into a larger home or downsize. It also allows for rural residents to retire in a community with more of a country lifestyle than in the city.
<p>Guiding Principle</p>  <p>Protect natural living systems and environmental assets.</p>		
<p>2.1: Conserve and restore natural living systems through an ecological network approach</p>	<p>✓</p>	<ul style="list-style-type: none"> Section 2.7 addresses Environmental issues. It notes the importance of policies conserving the Point-aux-Pins Creek, incorporating priority wetlands and environmentally significant features. The applicant has recognized in Section 5 that a Parks Master Plan will need to be completed to implement the overall plan.

<p>2.2: Protect regional watershed health, water quality and quantity</p>	<p>✓</p>	<ul style="list-style-type: none"> • The plan notes the following measures will be taken to address these factors <ol style="list-style-type: none"> 1- Require environmental features to be incorporated into development. 2- Require Environment Reserves to be dedicated to ensure existing wetland protection 3- Encourage the inclusion of wetlands to promote long term health of the wetlands system and naturel drainage patterns. 4- Encourage the inclusion of wetlands into greenways and the open space network to promote wildlife connectivity, active transportation and outdoor communities.
<p>2.3: Plan development to promote clean air, land and water and address climate change impacts</p>	<p>✓</p>	<ul style="list-style-type: none"> • The reduced footprint of the development as opposed to traditional country residential or single family will provide a more efficient use of land, infrastructure and resources.
<p>2.4: Minimize and mitigate the impacts of regional growth on natural living systems</p>	<p>✓</p>	<ul style="list-style-type: none"> • A Biophysical Report, Phase I Environmental Report and Geotechnical Report have all been undertaken in regard to the plan. Their findings have been included to address impacts on the Point-Aux-Pins Creek, wildlife corridors, erosion,

		weed control, slope stability and water tables.
<p>Guiding Principle</p>  <p>Recognize and celebrate the diversity of communities and promote an excellent quality of life across the Region.</p>		
<p>3.1: Plan and develop complete communities within each policy tier to accommodate people's daily needs for living at all ages</p>	✓	<ul style="list-style-type: none"> • The plan enables the creation of a complete community concept through the mix of housing options, access to business opportunities and amenities as well as recreational and educational considerations. • The provision of a school site is a positive addition to a growing community. • The inclusion of trails and park areas promote active lifestyles for all ages and provide spaces for community interaction. • Mixed and multi-family housing options as outlined in the plan provides dwellings suitable for the younger demographic to break into the housing market, options for larger housing for growing families and finally options for persons wanting to downsize such as retirees. • Seniors housing will be encouraged in the Medium Density and Mixed Use area to encourage this group to remain in the community.

		<ul style="list-style-type: none"> The inclusion of the commercial area will not only provide access to amenities but will also provide job opportunities.
3.2: Plan for and promote a range of housing options	✓	<ul style="list-style-type: none"> The mix of single family, multi-family and mixed use zoning will allow flexible housing options for all stages of life from entry level housing to family homes to retirement dwellings.
3.3: Plan for and promote market affordable and non-market housing to address core housing need	✓	<ul style="list-style-type: none"> Multifamily homes tend to be less expensive than traditional single family housing options and will allow for a larger cross-section of the population to be able to purchase an affordable property. The plan notes community housing will be encouraged through the development in order to promote more inclusivity in the area.
<p>Guiding Principle</p>  <p>Achieve compact growth that optimizes infrastructure investment.</p>		
4.1: Establish a compact and contiguous development pattern to accommodate employment and population growth	✓	<ul style="list-style-type: none"> The plan is adjacent to areas which have already been developed within an established hamlet and growth in this area would be a contiguous transition. The plan for the area itself has good access to mixed use areas,

		the commercial area and the future school site.
4.2: Enable growth within built-up urban areas to optimize existing infrastructure and minimize the expansion of the development footprint	n/a	
4.3: Plan and develop greenfield areas in an orderly and phased manner to contribute to complete communities	✓	<ul style="list-style-type: none"> Two major phases of development are planned, each with sub phases.
4.4: Plan for and accommodate rural growth in appropriate locations with sustainable levels of local servicing	✓	<ul style="list-style-type: none"> The hamlet is identified as a growth area within both the Strathcona County MDP and EMRGP Access from the community and into the Edmonton Metropolitan Region is easily provided from Highway 824 to the Yellowhead Highway and Baseline Road.
4.5: Plan and develop mixed use and higher density centers as areas to concentrate growth of both people and jobs	✓	<ul style="list-style-type: none"> The plan has allowed for a variety of housing types, commercial development, a school site and recreational development. The proposed minimum residential density of 25.9 units/ha per residential ha is above the 20 units per net residential ha required for growth hamlets by the EMRGP Potential job opportunities will be created in the commercial area within the plan in phase 2 of the development as well as in the long term in the designated school site.

		<ul style="list-style-type: none"> • Encouraging the vertical integration of ground floor businesses/ and or services with medium density housing above promotes not only the efficient use of land but also walkable access to amenities and a vibrant community.
<p>4.6: Prioritize investment and funding of regional infrastructure to support planned growth</p>	<p>✓</p>	<ul style="list-style-type: none"> • Existing infrastructure for sanitary and water can be accessed from the NW corner of the proposed plan for future lines. • Significant investment has already occurred within the hamlet in regard to the sanitary and water systems as noted in Section 4. • It is estimated the current sanitary system in the hamlet has capacity to service +/- 3500 residents, which would support the majority of the plan area. It is recognized the development of the area may trigger the need for upgrades to the pump stations. These stations have provision to accommodate as required. • Recent upgrades to the water reservoir and pumping facilities were designed with capacity to support expansion. • Section 4 also notes the encouragement of Low Impact Development to promote improved stormwater practices and management.

<p>4.7: Ensure compatible land use patterns to minimize risks to public safety and health</p>	<p>✓</p>	<ul style="list-style-type: none"> • The commercial use noted in the plan is not such that it would create foreseeable risks to the public. • Well planned streets and traffic patterns will allow good access and promote safety. Section 3 on transportation also details the use of signage in areas which will have pedestrian and bike use and traffic calming measures in areas where it is deemed appropriate. (Further detail is also noted in the Connectivity and Collection section of Appendix B). • There are no adjacent uses to the plan area which would pose health concerns. • Appendix B notes the use of berms, fences, setbacks etc. to transition between the different uses in the development. • The incorporation of Community Protection through Environmental Design is also noted in Appendix B in relation to standards in mixed use and commercial locations. • The plan is outside the Land Use Buffer zones as identified in the EMRGP on Schedule 9. • The CN railway passes along the south border of the hamlet, however this is not uncommon in smaller centers throughout Canada.
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<p>Guiding Principle</p>  <p>Ensure effective regional mobility.</p>		
<p>5.1: Develop a regional transportation system to support the growth of the Region and enhance its regional and global connectivity</p>	<p>✓</p>	<ul style="list-style-type: none"> • The plan has been designed to integrate future public transit.
<p>5.2: Encourage a mode shift to transit, high occupancy vehicles and active transportation modes as viable alternatives to private automobile travel, appropriate to the scale of the community</p>	<p>✓</p>	<ul style="list-style-type: none"> • Walkability is promoted throughout the community through the use of trails. • Bicycle use will also be possible on the streets within the plan area and on the multi-use trails proposed.
<p>5.3: Coordinate and integrate land use and transportation facilities and services to support the efficient and safe movement of people, goods and services in both urban and rural areas</p>	<p>✓</p>	<ul style="list-style-type: none"> • The streets within the plan provide for connectivity to all local uses as well as to existing services in the hamlet itself and additionally to the larger region. • Growth in the hamlet will provide future opportunities when efficiencies of scale allow for transit systems.
<p>5.4: Support the Edmonton International Airport as northern Alberta’s primary air gateway to the world</p>	<p>n/a</p>	
<p>5.5: Ensure effective coordination and alignment of regional transportation policies and initiatives between all jurisdictions</p>	<p>n/a</p>	

<p>Guiding Principle</p>  <p>Ensure the wise management of prime agricultural resources.</p>		
<p>6.1: Identify and conserve an adequate supply of prime agricultural lands to provide a secure local source of food security for future generations</p>	<p>✓</p>	<ul style="list-style-type: none"> • The Ardrossan Agricultural Impact Assessment Report was conducted to determine the impact of the plan on Agricultural Lands. • The plan area is located in an area denoted as being Prime Agricultural Land in the EMRGP. • The report noted the land in the subject area is comprised of soil rated in the CLI (Canadian Land Index) of mostly class 4, class 3 and class 2 soils as well as a small portion of class 6 soil. • The subject land is not bounded by agricultural land and is not part of contiguous parcel.
<p>6.2: Minimize the fragmentation and conversion of prime agricultural lands to non-agricultural uses</p>	<p>✓</p>	<ul style="list-style-type: none"> • The report concluded “Given the relatively small parcel size, low quality of the soil and the fact that is not part of a larger contiguous parcel, the impacts of the on the County are not significant.”
<p>6.3: Promote diversification and value-added agriculture production and plan infrastructure to support the agricultural sector and regional food system</p>	<p>✓</p>	<ul style="list-style-type: none"> • The plan notes there will be encouragement for urban agricultural and community garden areas.